

ARMY AND NAVY CHRONICLE.

Edited and published by B. Homans, at \$5 a year, payable in advance.

VOL. IV.—No. 23.]

WASHINGTON, THURSDAY, JUNE 8, 1837.

[WHOLE NO. 127.

CONGRESSIONAL DOCUMENT.

IN SENATE OF THE UNITED STATES.

JANUARY 14, 1837, read, and ordered to be printed. *Mr. Tipton made the following Report, with Senate Bill No. 124. The Committee on Military Affairs, to whom was referred the petition of John H. Hall, report:*

That, on an examination into the case of the petitioner, it appears his improvements in the construction of fire-arms, and particularly of the rifle, have been subjected to the test of a rigid and scientific comparison with other small-arms used in the military service of the United States, by officers well qualified to form correct estimates of their relative efficiency in the public service; and that such comparison has resulted in the conviction, on their part, of the superior qualities of the rifle invented by the petitioner over the other arms in use; and it also appears that this arm has undergone the additional test of a long course of experiment and practical use in the hands of the appropriate corps of the army, in all which it has been found well suited to the purposes for which it was intended. These facts being established, and the invention being of a nature calculated, if not exclusively, certainly in a material degree, for the public service alone, and not likely, from any probable application to private use, to remunerate the individual for the cost and merit of its discovery, the committee deem it but just that a suitable pecuniary reward should be extended to him by the government, on his relinquishing to the United States his patent right for this and other important discoveries in the fabrication of fire-arms, which he has heretofore made, or which he may hereafter, for the space of twenty years, make, in the construction of fire-arms, as proposed by him; and inasmuch as the services of the petitioner are found to be important in attending, personally, to the manufacture of arms at the public armories, it is deemed advisable to make suitable provision for his future employment.

In conformity with these views, the committee report a bill for the benefit of the petitioner, and submit the report made at the last session of Congress, by the Military Committee of the House of Representatives, with the documents attached thereto, that the whole may be printed together, to present a full view of the subject.

FEBRUARY 24, 1836.—*The Committee on Military Affairs, to whom was referred the petition and documents of John H. Hall, of Harper's Ferry, in the State of Virginia, submit the following report:*

The committee find that very great improvements in relation to our national arms, and the fabrication of them, have been effected by the petitioner at great expense, and that such are the merits and importance of those improvements, that it is in contemplation by the War Department to adopt them generally, and apply them to *all* the different kinds of our small fire-arms.

For a detailed account of the properties of these improvements, and the progress of them, the committee would refer to the documents above alluded to, and which are annexed, viz :

1st. Extracts from the report of the Colonel of Ordnance, to the Secretary of War, in January, 1827.

2d. Extracts from the report of a board of officers assembled at Greenleaf's point in 1819, of whom Col. N. Towson was President, made to the Secretary of War in that year.

3d. Extracts from the report of a board of officers at Fortress Monroe to the Secretary of War in 1826.

4th. Extracts from the report of a board of commissioners to the Colonel of Ordnance in 1827.

5th. A report from the Chief of the Ordnance Department in reply to questions by the Hon. James J. McKay, of the "Committee on Military Affairs," in February, 1836.

The inventor of these very great improvements, it appears, has expended about twenty-five years of his life, and a large amount of his property, in the first instance, in accomplishing them; and the whole amount received by him during that period, of which, during eighteen years, he has been most actively and indefatigably engaged at Harper's Ferry, in Virginia, has not been sufficient, beside the economical support of himself and family, to pay off the debts contracted in effecting those improvements, the most difficult, in all probability, that ever have been accomplished in the mechanic arts by one man. The consequence is, he is now not so well off in his pecuniary concerns, after nearly twenty-five years of incessant exertion, as when he commenced. He has been impoverished by it, although he has been "eminently successful," in effecting the great objects alluded to. (See report from the Ordnance office in 1827.)

Having successfully, for his country, accomplished those objects, and rendered the system of fabrication invented by him, and which he terms *identical*, more perfect than any other extensive manufacturing process in existence elsewhere, by the most energetic devotion of great and peculiar talents for mechanical invention, and for exerting which, to the best advantage, he withheld his attention from all other pursuits, by means of which he might have accumulated property for himself and family; and for nearly one-quarter of a century, induced to it by strong desires to benefit his country, and also induced by a confidence, strengthened by assurances from public functionaries, of *ultimately* receiving such a recompense as his success and the importance and utility of its results might entitle him to—he now requests, as a reward for his successful exertions, and their beneficial effect on the national defence, to be permitted to receive the amount of the savings that the machinery invented by him, for the fabrication of the rifles known by his name, proves to effect, in each future year, during a period of twenty years, while he is engaged in manufacturing them at Harper's Ferry, at the rate of about three thousand rifles per year, without any deduction for rent or for interest on capital employed.

It appears to the committee that it would neither comport with justice, nor with the reputation of our country, nor with its welfare, to withhold an adequate compensation from one who has effected, and at such sacrifices, objects of such great importance and great utility, and which conduce so much to its defence and security; and, it may well be added, to its high character for practical invention. They therefore, recommend, *unanimously*, that the sum of ten thousand dollars be paid to John H. Hall, for his valuable services rendered to the United States, in the invention of the Hall's rifle, and in the invention of the means for fabricating it advantageously, and also *identically*; and that the Secretary of War be authorized to enter into an arrangement with him, for his continued employment at the United States armory at Harper's Ferry, in Virginia, in fabricating the Hall's rifles, at the rate of twenty-six hundred dollars per year, for each year in future, and with the former privileges for quarters and fuel, and land for cultivation, beginning on 1st January, 1836.

With a view to these objects they have prepared a bill.

To the Senate and House of Representatives of the United States of America, in Congress assembled:

The petition of John H. Hall, of Harper's Ferry, in the State of Virginia, respectfully represents:

Your petitioner has now nearly brought to the highest perfection of which they are susceptible, certain improvements made by him, in the construction of fire-arms, and in the fabrication of them for the United States service, by means of which, among other objects of magnitude, the desideratum has been effected of the fabrication of small fire-arms *identically*, or in such perfection as to admit of the mutual interchanging of all their component parts.

These improvements, including the rifle that bears his name, and which has been adopted for the United States service, were begun in 1811; from which time to the present he has devoted himself to perfecting them, with an intensity of application which the subjects absolutely required, and which was indispensable to their accomplishment. His exertions have been incessant for nearly one-quarter of a century. He, in the first place, applied a large amount from his private property to effecting them, and withholding his attention from all other pursuits, devoted it exclusively to these, engaging in the public service at the national armory at Harper's Ferry, for the purpose of prosecuting them to perfection, in full reliance, strengthened by assurances from public functionaries, of ultimately receiving from his country such a compensation as his success and the importance of the results might entitle him to; and that his efforts have proved highly successful and important to our country, is evinced by the reports relative to them, made by gentlemen of high respectability and intelligence; extracts from which are annexed, and are herewith presented.

The great advantages derivable from such an improvement in the rifle as would obviate the delays and difficulties attendant on loading it, induced many attempts, in different nations, at different times, to effect it; but contrary to expectation, always without success; such great, and, apparently insurmountable obstacles, occurred in every instance as to prevent its accomplishment; and, it is believed, it was at length abandoned as hopeless by every nation that had attempted it.

The yet more difficult object of effecting the fabrication of small-arms, with such accuracy as to have all their component parts mutually interchangeable, was considered of so much importance as to induce great and repeated efforts, by different nations, to effect it, and at great expense; but all their attempts proved ineffectual; and, at length, that object came to be considered as hopeless, and was abandoned as impracticable also.

Your petitioner was, as before stated, induced to attempt effecting these important and most difficult objects for our country, and has accomplished both, and so as to render them adapted to common hands, and applicable to *all* our national arms; but in doing it he has expended a large portion of a common life, and all the property that might, otherwise, have remained to him for the support of his family and of his advanced age. He would, therefore request of your honorable body, in consideration of having successfully effected these important objects at such sacrifices, the privilege of being allowed, for a limited period, (twenty years,) annually, the amount which the application of his inventions, under his directions, will save to the United States in the *identical* fabrication of the arms known by his name, to the extent that the machinery constructed for them by him at the United States rifle-works at Harper's Ferry will produce in each year of that period, and such other reward as may appear to your honorable body commensurate to their utility and importance.

Washington, January 5, 1836.

NOTE.—Among the advantages to be derived from the identical fabrication, is that of enabling our country to have all its arms made exactly in all their dimensions and the relative positions of their various component parts, like to any models established for the national service, however perfect these models may be, thereby securing to each kind of arm, respectively, the important property of mutual interchangeability in all its parts, and, in consequence of that property, the ability to reconstruct good and complete arms from the uninjured parts of damaged ones of the same kind, whenever they get injured in service, and to do it without much loss of time, or the intervention of workshops.

The system of the identical fabrication also furnishes a complete security against that deterioration in manufacturing our fire-arms to which all manufactured productions are liable, and to which they so constantly tend, after they have once arrived at a certain degree of perfection in their construction.

The great exertions made in Europe, at different periods, as well as those made in this country, to effect such a degree of perfection in manufacturing small fire-arms, but always unsuccessfully, have fully proved the immense difficulty of effecting it; and the great amounts expended and offered for effecting it, show the very high opinion entertained of its value and importance by different nations.

DOCUMENT NO. 1.

Extracts from the report of the Colonel of Ordnance to the Secretary of War, in January, 1827, on the subject of the Hall's rifles, and the fabrication of them.

This description of arms was first presented to the notice of the Government in 1813, by Mr. Hall, the inventor. The Secretary of War (then General Armstrong) ordered a few of them to be procured for trial. In 1816 samples were again presented, and in 1817, (January,) a contract for one hundred of them was made by direction of the Secretary of War, with a view to arming a company of riflemen with them by way of experiment; these were completed in that year, and the officer who received and inspected them made a favorable report of them. Mr. Hall was then desired to repair to one of the national armories and attend to the construction of a few of the rifles, with a view of improving their model, and to further experiments with them. Four arms were made and tried at the armory, the officers of which made a report of them in favorable terms. After these trials at the armory, the arms were submitted for examination and trial to a board of military officers then assembled at Greenleaf's point.

The result of this examination proving the durability and superior efficacy of this description of arms, in a satisfactory manner, arrangements were soon after made for fabricating a larger number of them.

The arms referred to were completed in the early part of the year 1825, and in September of that year orders were given for a portion of them being sent to Fortress Monroe, in order that they might, in the hands of the troops at that station, be more effectually tested.

Two of the companies at Fortress Monroe were armed with these rifles in July last, which have continued to use them ever since. A great number of trials have been made with them, a full account of which is contained in the report of the staff of the school of practice.

This report, made by experienced officers, after a constant practice with the arms for five months, exhibits a very full view of the subject, and clearly demonstrates the great superiority of these arms over all others heretofore used in the public service.

The convenience, safety, and celerity, with which these arms are loaded and fired, and the accuracy and effect of their fire, and the durability of the arms have been most effectually tested, and have proved to be not inferior in any of these respects to the common

arms, but generally superior in all of them, and particularly so in all that relates to celerity and effect.

As a general result, obtained by comparing Hall's rifles with the common rifles and with muskets, it may be stated that, with an equal number of men, firing for an equal length of time, the effective shots made from each description of arms will be in the following proportions, viz: Hall's rifles, 100; common rifles, 43; muskets, 37; being an advantage in favor of Hall's over the common rifle as 9 to 4, and over the musket as 8 to 3; being more than two to one in both cases.

In conclusion, I would observe that it is now thirteen years since this description of arms was first presented to the notice of the Government, and that for nine years past measures have been in operation for perfecting the model, and for determining the effectiveness of the arms. Two thousand stands have been nearly completed, and the recent trials with them at Fortress Monroe, which were designed to test them in the severest manner, have conclusively established their superiority.

It is but an act of justice to Mr. Hall, the inventor, to state that, during the whole of this period, he has devoted himself, with the greatest zeal and assiduity to the perfecting of this arm, and of the means for fabricating it, and that, in both, he has been eminently successful; and to him is due the credit of effecting so great an improvement in fire-arms.

The machinery used in the fabrication of these rifles has been constructed upon a new and improved plan, by which a very important improvement in the fabrication of fire-arms has been effected. By the use of this machinery, each of the various separate parts which, when united, forms one arm, are constructed in that perfectly accurate and uniform manner, that every one of the parts of one arm will fit, exactly, the corresponding parts of any other arm of similar model.

This degree of perfection in the fabrication of small-arms has ever been considered an object of the highest importance in all national armories; and has been frequently attempted in the armories of Europe, but hitherto without success, and the attempt has been generally abandoned, from the belief that the object was unattainable.

The machinery constructed for and used in fabricating the Hall's rifles executes the work with such exactness that the component parts of one hundred rifles, made some years past, have been joined to other parts made recently, without the least difficulty, all the parts fitting as exactly as if each had been separately adjusted to the particular rifle thus formed from the scattered members.

This subject was considered of so great importance, that a board, consisting of practical armorers and intelligent gentlemen, was appointed to inspect the machinery, and the work performed by it.

GEO. BOMFORD,
Brevet Colonel on ordnance service.

DOCUMENT No. 2.

Extracts from the report of a board of officers assembled at Greenleaf's point, 1818-19, of which Colonel N. Towson (the present Paymaster General of the United States) was president.

On the 3d November last, at Greenleaf's point, in the city of Washington, commenced the firing of a musket and a rifle of Mr. Hall's construction, and also that of a musket and a rifle of the manufactory of Harper's Ferry, model 1817. The object the board had in view was to ascertain—

- 1st. The relative accuracy;
- 2d. The force of projection;
- 3d. The celerity of loading; and
- 4th. The durability of these respective arms.

On the first subject of inquiry, they perceive no difference between the rifles, but a manifest one in favor of the new over the common musket.

On the second, no difference whatever between the two muskets and between the two rifles.

On the third, the advantage in favor of the new over the common rifle is as 2 to 1.

It was thought proper to dispense with the firing of the common arms, after 475 rounds, and the foregoing comparisons had been made. The firing of these new arms was continued from time to time, until the musket had been discharged 7,061 times, and the rifle 7,186 times, this appearing to the board a fatigue at least equal to what these pieces would be exposed to in 14 or 15 campaigns, and probably more than they would be required to undergo.

The advantages of these guns over the common ones now in use, are, 1st, the celerity and ease with which they may be loaded in all situations; it is of great consequence in the rifle; the difficulty of loading is the greatest objection to its more general introduction into service.

2d. Greater accuracy and less recoil (in the musket.)

3d. Less weight (in the rifle.)

N. TOWSON,
Lt. Col. Art., President.

DOCUMENT No. 3.

Extracts from a report by a board of officers at Fortress Monroe, in 1826, to the Secretary of War, relative to the Hall's rifles, (December.)

The officers composing the staff of the artillery school of practice, to whom was confided, by general order No. 43, dated July 7, 1826, the duty of testing the principle of construction, the merits and demerits of Hall's rifle, by a series of actual experiments, and of contrasting their advantages and disadvantages with other arms now in use; to determine the convenience, and safety, and celerity, with which each kind may be loaded and fired; the accuracy and effect of each, and their respective durability, have now the honor to report that, on the 21st July, 1826, eighty-seven of Hall's rifles were placed in the hands of the two light companies of this school, and that since that time they have been in constant use for guards, parades, drill, and practice, subject to all the casualties of service in garrison; that on the 28th July, these two companies commenced a course of practice in opposition to an equal number of men armed with Springfield muskets, and that this practice, with some necessary and unavoidable intermissions, has continued until the present time, (December, 1826.)

The common Harper's Ferry rifle having been subsequently issued to one company, a full course of experiments with that arm has likewise been had. From these experiments, varied as suggested in a letter from Col. Bomford to Capt. Baker, ordnance officer at the school, the following results have been obtained:

1st. The convenience in loading and firing.

The convenience attending the loading and firing of Hall's rifle, as compared with the common Harper's Ferry rifle, or musket, may be appreciated by a reference to the great superiority which it possesses over both in the celerity of its service. The labor of loading this arm is less arduous, and in constrained positions, such as will frequently occur, particularly with light troops, its convenient use renders its effect much more powerful than that of any other kind of small-arm which is known in any service.

2. Celerity in loading and firing.

The advantage in favor of Hall's rifle, in the celerity with which it may be loaded and fired, over the common musket, has been found to be as 36 to 49; that is, the same number of discharges were made from it in 36 minutes as were made from the musket in 49 minutes; and over the Harper's Ferry rifle it has the advantage in proportion of 5½ to 12, and this, too, when loading Hall's rifle with two bullets. In firing at random, 77 discharges were made from five Hall's rifles in 4½ minutes; from five muskets 54; and from five Harper's Ferry rifles 37 discharges in the same

time. In constrained positions, such as sitting on the ground, &c. the advantage in favor of Hall's rifle is still greater, the same number of discharges having been made from it in $2\frac{1}{2}$ minutes as were made from the musket in $4\frac{1}{2}$ minutes, and from the common rifle in 9 minutes.

3d. The safety in loading and firing.

In point of safety, it is believed that the exemption of Halls rifle from the possibility of being overloaded during the confusion and hurry of action, to which inconvenience other arms are liable, gives it a character for safety which adds to its general merit.

In muskets, the consequence of overloading, by producing intimidation, and by inflicting wounds, by rendering the bearer unfit for service, and damaging the arm itself, are too serious not to render it important to obviate them ; and from the peculiar construction of the Hall's rifle, it is believed that this objection, which holds with respect to other arms, is completely removed in this.

4th. The accuracy and effect of the arms.

In the accuracy of their fire no important difference has been found to exist between the two kinds of rifles at short range ; but in a course of experiments with the same number of Hall's rifles and common muskets, it was found that from an equal number of discharges made by either party, at equal distances from the object fired at, and always under similar circumstances, the former placed 7,501 bullets, and the musket 5,346 bullets, in the same sized target; a difference of execution in the ratio of more than 7 to 5 in favor of the accuracy of Hall's rifle. This difference of execution, added to the advantages possessed by Hall's rifle in point of celerity of firing, it being as 3 to 2 over the common musket, and as 2 to 1 over the common rifle, gives to this arm an immense superiority over both the musket and the common rifle in the effect produced.

In long ranges of 408 yards, although the rifles were fired with their usual charge of powder, which is about two-eighths of the weight of their bullet, and the musket with the greater charge of two-fifths the weight of the ball, the relative execution was found to be yet more favorable to the power of the Hall's rifle.

The Hall's rifle, after having sustained 8,710 discharges, appears in fit condition for service. Considering the number of discharges which had been made to equal the service that would be required of the arm in sixteen active campaigns, this practice was discontinued.

The relative force of projection which the three kinds of arms possess, (common rifle or Harper's Ferry rifle, musket, and Hall's rifle,) has been determined by firing them at short distances into seasoned white-oak planks, with charges of powder of equal strength, and equally proportioned to the weight of the ball which is used in each. The charge of powder weighed two-fifths the weight of the bullet. In this experiment no important difference was found in the force with which the ball was projected from the different guns, the depth which they penetrated sometimes varying, in consequence of greater or less obstructions, (from the different degrees of compactness of the plank into which they were fired,) in favor of one, and sometimes another, producing so near an equality in the experiments, that to neither arm can a preference, in this respect be awarded ; but at a range of 408 yards, and in the reduced proportion of two-eighths the weight of its bullet, the penetration of the shot from the Hall's rifle, as appears by the table of that practice, was found to be equal to that of the musket with its charge of two-fifths ; and at all the medium distances its force has been found not inferior to either the Harper's Ferry rifle or the musket.

In reporting its opinion of the general utility of Hall's rifle, the staff of the school expresses its perfect conviction of the superiority of this arm over

every other kind of small-arm now in use ; and this opinion has been formed after having seen two companies armed with them for five months, performing all the duties to which troops are liable in garrison, and contrasting them in a variety of ways with the common rifle and musket, in all which trials their great and general superiority has been manifest.

The uniformity which appears to exist in the dimensions of all its component parts is peculiar to this arm, and it is considered a great improvement in their construction that the several parts are so exactly similar, as to suit equally well when applied to any of the rifles.

Fortress Monroe, Dec., 1826.

A. EUSTIS, *Lt. Col. Commandant.*
I. B. CRANE, *Maj. 4th Artillery.*
J. F. HEILEMAN, *Maj. U. S. Army.*
R. L. BAKER, *Capt. and director Art.*

DOCUMENT NO. 4.

Extracts from a report of a board of commissioners in January, 1827, consisting of practical armorers and intelligent gentlemen, appointed by the United States Ordnance department to examine the machinery invented for fabricating the Hall's rifles.

In making this examination our attention was directed, in the first place, for several days, to viewing the operation of the numerous machines which were exhibited to us by the inventor, John H. Hall. Captain Hall has formed and adopted a system in the manufacture of small-arms, entirely novel, and which, no doubt, may be attended with the most beneficial results to the country, especially if carried into effect on a large scale.

His machines for this purpose are of several distinct classes, and are used for cutting iron and steel, and for executing wood work, all of which are essentially different from each other, and differ materially from any other machines we have ever seen in any other establishment.

Their general merits and demerits, when contrasted with the several machines hitherto in general use for the manufacture of small-arms, will, perhaps be better understood by pointing out the difference of the results produced by them, than by any very accurate description of the machines themselves.

It is well known, we believe, that arms have never yet been made so exactly similar to each other by any other process, as to require no marking of their several parts, and so that those parts, on being changed, would suit equally well when applied to every other arm, (of the same kind,) but the machines we have examined effect this with a certainty and precision we should not have believed till we witnessed their operations.

To determine this point, and test their uniformity beyond all controversy, we requested Colonel Lee, (acting) superintendent of the United States armory at this place, to send to Hall's armory five boxes, containing 100 rifles, manufactured by him in 1824 ; and which had been in the arsenal (United States arsenal) since that period. We then directed two of his workmen to strip off the work from the stocks of the whole hundred, and also take to pieces the several parts of the receivers, so called, and scatter them promiscuously over a long joiner's work bench. One hundred stocks were then brought from Hall's armory, which had been just finished, and on which no work or mounting had ever been put. The workmen then commenced putting the work taken from off the stocks brought from the United States arsenal, on to the 100 new stocks, the work having been repeatedly mixed and changed by us and the workmen also ; all this was done in our presence, and the arms, as fast as they were put together, were handed to us and minutely examined. We were unable to discover any inaccuracy in any of their parts fitting each other, and we were fully persuaded that the parts fit-

ted, after all the changes they must have undergone by the workmen, as well as those made designedly by us in the course of two or three days, with as much accuracy and correctness as they did when on the stocks to which they originally belonged.

If the uniformity, therefore, in the component parts of small-arms, is an important desideratum, which we presume will not be doubted by any one the least conversant with the subject, it is, in our opinion, completely accomplished by the plan which Captain Hall has carried into effect. By no other process known to us, (and we have seen most, if not all, that are in use in the United States,) could arms be made so exactly alike as to interchange, and require no marks on the different parts; and we very much doubt whether the best workmen that may be selected from any armory, with the aid of the best machines in use, elsewhere, could in a whole life make a hundred rifles or muskets that would, after being promiscuously mixed together, fit each other with the exact nicety that is to be found in those manufactured by Captain Hall.

The quality of the work performed.—We have already remarked on this point when speaking of the uniformity of the arms; we will, however, further observe, that in point of accuracy, the quality of the work is greatly superior to any thing we have ever seen, or expect to see, in the manufacture of small-arms, and cannot, with any degree of propriety, be compared with work executed by the usual methods, and it fully demonstrates the practicability of what has been considered almost or totally impossible by those engaged making arms, viz: of their perfect uniformity.

It appears equally evident to us, that ten thousand arms, in one parcel, may be made by the new machinery, and all so accurately, that all their parts will suit equally well when interchanged.

As a brief description of the several machines, embracing the material peculiarities which distinguish them, is desired, the following is offered as conveying as correct ideas on the most material points as we are able to give at this time. In the first place they possess the important properties of great stability and accuracy of construction in all their parts where these properties are necessary, and in the second place great durability.

The system which Captain Hall has carried into complete effect, of making all the component parts of his arms alike, renders it impossible for the workmen to deviate from the established models, without being detected.

It also effectually secures the faithfulness of the inspectors of those parts, and it will enable them to proceed in the discharge of their duties with the utmost security in every thing relating to the forms and dimensions, and relative proportions of the arms and their component parts.

JAMES CARRINGTON,
LUTHER SAGE,
JAMES BELL.

DOCUMENT No. 5.

Questions proposed by the honorable James J. McKay, of the Committee on Military Affairs, to the chief of the Ordnance department, viz :

Question. How many of Captain Hall's rifles will the public service probably require during the next twenty years?

Answer. The number of Hall's patent arms that will probably be required during the next twenty years, would, at the rate at which they are now manufactured, amount to about 80,000 stands: that is to say, 3,000 to be made annually by Government at the Harper's Ferry armory, and 1,000 at the private armories. But should Hall's patent be adopted as a substitute for the musket and ordinary rifle and ordinary carbine, as its great advantages fully justify, then the number to be manufactured during the next

twenty years would be nearly 820,000 stands. Yet, as it might be hazardous to introduce so great a change into the principal weapon of the country, (though in all human reason it would be accompanied with signal advantage,) its adoption, therefore, it is believed, should be gradual; and it is thought that at least one-fourth of the small arms to be made during the next twenty years should be of that construction. On this supposition, the number to be manufactured during the next twenty years would be nearly 205,000 stands. In this estimate no allowance is made for the gradual increase of the population, or for the additional number that might be required in the event of a war during that period.

Question. Has the department any established usage in making compensation to inventors for the use of their inventions, and what is it?

Answer. The department has no established usage in making compensation to inventors. The usual method has been to enter into contract on the best terms that could be agreed on; though it seems to have been a rule generally established (and adopted in some cases by the Ordnance department) to grant inventors one-third or one-half the saving produced by the invention.

Question. Was the machinery at Harper's Ferry, and elsewhere, used in the fabrication of Hall's invented rifle, put up by the Government, and if so, the cost and saving effected in the fabrication of said arms?

Answer. The whole of the machinery used at Harper's Ferry, in the fabrication of Hall's rifle, was put up at the expense of the United States. By the report of the superintendent of the Harper's Ferry armory, of October 12, 1835, it appears that the sum of \$149,410 79 had been expended upon machinery and tools from 1819, to 31st December, 1834. It is proper to remark that no separate account has been kept in this office of tools made, from that of machinery; and that that sum must be regarded as including both tools and machinery.

The machinery used "elsewhere," that is, at the private armories, was put up by private individuals.

The saving alluded to in this question, refers, it is thought, to the difference between the smallest cost of the arm as made by Mr. Hall in the *Government armories*, and its smallest cost as made by *private armories* at the present time. In this view of the subject, the "saving effected" would be the excess of the cost at the private armories above that at the national armories, and this last is ascertained as follows:

To amount of component parts of arms and flasks on hand 1st Jan. 1834,	\$14,637 34
To value of unwrought materials on hand Jan. 1, 1834,	13,980 64
To amount of payments made by the paymaster for the rifle factory,	28,088 61
To value of articles received from the storekeeper,	11,911 39
To value of powder received from the Washington arsenal,	420 00
To interest on capital employed for the year 1834, estimated at \$190,000 at 5 per cent.	9,500 00
	<hr/>
	\$108,537 98
By amount expended in permanent im- provements,	\$5,640 19
By arms and appendages made, viz: 970 rifles, at \$21 13,	20,503 85
By bayonets, screw-drivers, wipers, &c.,	14,048 82
By component parts of rifles and flasks on hand 31st December, 1834,	53,214 02
By unwrought materials on hand 31st December, 1834,	15,131 10
	<hr/>
	\$108,537 98

Thus the 970 rifles cost \$20,503 85, or \$21 13 per stand, and the contract price with Colonel North being now \$17 20, there appears, thus far, to have been no saving.

But with regard to the saving effected at different periods at the *national armories*, from the machinery erected by Mr. Hall for the Government, the following statement will show that between 1817 and 1833, the cost of the arm has been reduced in the ratio of \$25 to \$14 50, nearly one-half. As the interest of capital employed was not considered in making up the following statement, it shows less than the absolute cost; but it suffices to exhibit the successive reductions of price made by successive improvements in machinery.

In 1817, Hall's rifle, exclusive of interest on capital, cost Government by open purchase,	\$25 00
From 1819 to 1825, they cost, exclusive of interest, manufactured by Government at Harper's Ferry,	21 57
In 1826, they cost, exclusive of interest,	17 82
In 1832, they cost, exclusive of interest,	14 50

Question. The general views of the department respecting the value of Captain Hall's inventions, and the amount of compensation that he may be entitled to from the government?

Answer. Captain Hall's invention has been thoroughly tested at the two principal posts of artillery and infantry, viz: Fort Monroe and Jefferson Barracks, by long and severe service in the hands of several companies of artillery and infantry, and by private individuals. Many of his arms have, also, been applied for by, and issued to, the States; and the Ordnance department has received from time to time, formal reports from boards of officers, and from individual officers, to whom the subject has been submitted, and in all the trials and comparisons with other fire-arms to which it has been submitted, whether by private or official persons, it has invariably maintained its decided superiority over all other fire-arms; and, in short, there is no longer any doubt of its being the best small fire-arm now known.

With regard to the "amount of compensation which he may be entitled to from the Government," this, it is imagined, is now easy for the committee to determine, from the statement of the number (3,000) now annually made at Harper's Ferry, and of the cost of the rifle as now made. It is probable that, from the improvements Captain Hall is constantly introducing, and from the reductions in price he has already made in the arm, it will not be long before he effects a great saving; and that, after a time, this saving will not be much increased or reduced.

GEORGE BOMFORD,
Colonel of Ordnance.

ORDNANCE OFFICE, Feb. 8, 1835.

MISCELLANY.

HARANGUING SOLDIERS.—In modern armies, the practice of haranguing has fallen into disuse, except, perhaps, among the French; and even with them *viva voce* addresses are rare; it is generally done in the shape of a pass order previous to action, and excites the vanity of the soldier by appealing to his former acts. Napoleon made great use of this stimulating appeal; and his reference, for example, to the "sun of Austerlitz" will long be remembered. We also recollect, at a later period, the return from Elba—when the few words, "*La victoire accourt au pas de charge*," were sufficient to overthrow the resolution of so old a soldier as Ney, and were, in fact, the immediate cause of his death. In our service we have no such practice; but it is usual for the general to give thanks after any successful affair. It is doubtful whether this plan is the best; the pleasantest thing for a soldier after a battle is, to find himself safe and

well, and he cares not much for thanks for what is passed. It would not at all agree with our customs to listen to long speeches, or even orders, but a phrase thrown in at a seasonable moment might produce great effect—witness Nelson's celebrated telegraph. Whatever abuse envious foreigners may throw on our troops, as to want of intelligence for this sort of excitement, "they have that within them what passes show," and is worth all the exotic valor that ever was pushed forward; they have no objection, however, to a word of encouragement from their immediate officer in times of difficulty and danger; and, if it is attended with a jocular remark or a flying bit of ridicule at his enemies, John Bull likes it mightily.—*United Service Journal.*

BELGIAN ARMY.—The Belgian army consists, at the present moment, of 24 regiments; namely, 12 regiments of infantry of the line, of 44,983 rank and file; 3 regiments of sharpshooters, of 9,237; and 9 regiments of infantry of the reserve, of 24,014, besides 2,037 rank and file in detached companies. The cavalry is composed of 7 regiments, of which there are 2 regiments of chasseurs, mustering 2,968 men; 2 of hulans, 2,968; and 2 of cuirassiers, of 1,529. The artillery consists of 3 regiments, in all 8,767 strong. These troops, in conjunction with the Staff, Engineers, Gend'armerie, &c., form a total force of about 100,000 men. It should, however, be observed, that the reserve is by no means in an organized state. The Belgian corps of officers consists of 3 generals, 181 colonels, lieutenant colonels, and majors, and 2,048 captains, and first and second lieutenants. The Dutch army, on the other hand, is officered by 65 generals, 209 colonels, lieutenant colonels, and majors, and 1,962 captains and lieutenants.—*United Service Jour.*

AUSTRIAN CAVALRY.—This branch of the army consists of 8 regiments of cuirassiers, 6 of dragoons, 7 of light horse, 11 of hussars, and 4 of hulans, independent of a regiment of hussars, denominated the "Szekler"—frontier hussars; to which, in time of war, the dragoons of the staff are added.

The twelve regiments of hussars are recruited entirely from Hungary and Transylvania. The hulans are drawn in great part from Galicia, and are armed with not only a sabre, short musket, or carbine, and pistols, but with a lance; on which latter account they are often called "Lanzeureiter," i.e. *literatim*, lance riders. The complement of a regiment of dragoons or cuirassiers is composed, in time of peace, of six squadrons; and that of a regiment of light horse, hussars, or hulans, of eight. Each regiment has an equal number of officers; but in case of the cuirassiers and dragoons, the number of privates and horses is less than in the hussars, hulans, and light horse.

In time of war, a squadron of reserve is formed for every cavalry regiment in the service, and officered on the same footing as all other squadrons; but the number of privates and horses is greater; at the same time, the privates of every squadron throughout the cavalry are mounted, and their strength is augmented accordingly, as the exigencies of the service dictate. Two squadrons form a division; but the first, or "colonel's division," has no field officer at its head; the command devolving upon the oldest captain in the regiment. The second, or lieutenant colonel's division, is commanded by the lieutenant colonel himself; and in every regiment of cuirassiers or dragoons, the major has the third, or major's division, under him. In those regiments of light horse, hussars and hulans, which contain four divisions, the first major commands the third, and the second major the fourth division; hence they are designated the first and second "major's divisions." The colonel is commandant both of the cavalry as well as the infantry regiments. Each squadron is subdivided into two wings, or four detachments, (*züge*), and is in command of the first captain, who has every thing

that relates to the victualling, equipment, &c. of his squadron under his immediate charge; the details being conducted by a quartermaster, or "Wachtmeister." One wing of the squadron is under the special control and management of the first captain, while the other is committed to the second captain. Every wing has its first and second lieutenant, each of whom has a *zug* or detachment under him; and every detachment is again subdivided into three corporations. The second captain, as well as every other captain and subaltern in the regiment, is under the orders of the first captain, and is bound to obey and aid him at all times.

The "dragoons of the staff," which are raised in time of war, consists of one or more divisions; the duty which they have to perform extends to acting as orderlies at head quarters, and in the store and equipment departments, furnishing escorts for the baggage and storekeeper's train, escorting the staff on reconnoissances, and attending the provost general (*general-gewaltiger*) in pursuit of plunderers and other offenders. The enlistment of any but native born subjects into the light horse, hussars, and hulans, is specially forbidden.—*Ib.*

NEW VOYAGE ROUND THE WORLD.—Captain Dumont d'Urville has just arrived in Paris, by order of the Minister of Marine, to receive his instructions, and prepare the necessary materials for his voyage round the world. The King himself has wished to add to the plan submitted to the Minister of Marine an exploration of the seas about the South pole. The Astrolabe will then have to pass between the islands of Sandwich and New Shetland, and penetrate the polar ices beyond the limits of the known world. This exploration will be but the commencement of a voyage that will occupy more than three years.—*London Courier.*

REGIMENTAL CHAPLAINS.—When I first entered the army, the class of regimental chaplains had just become extinct. I never saw a living specimen of the genus on full pay, but I knew two on half-pay, and a funny brace they were. No institution could have been found so ingeniously contrived to defeat its own purposes, as that of the establishment of regimental chaplains. Imagine a young man of 24 or 25 years of age, fresh from Oxford, who had just taken priest's orders, joining a regiment of noisy, rattling young fellows, with whom he was obliged to live all day, and have no other retreat than the solitude of a barrack-room, the door of which he might, now and then expect to see kicked open in a frolic—without the power of retirement, and constantly in the way of hearing all the jokes of every description, and witnessing scenes nowise fit for his contemplation, it would not be wondered at that he frequently joined in what was going forward. The devil was a mere bungler when he invented the temptations of St. Anthony—he ought to have made him a regimental chaplain.—*Correspondent of the United Service Journal.*

From the Boston Daily Advertiser.

COMMERCE OF 1836.—We are indebted to the obliging attention of one of our late representatives in Congress, for a copy of the report just printed of the Commerce and Navigation of the United States for 1836. A few of the general results presented by this report have been some time since made public. The report itself, we believe is just from the press.

The gross amount in value of imports, within the year ending on the 30th September last, is \$189,980,035.

The amount of exports is \$128,663,040, making an excess of imports over exports of \$61,316,995. This is an extravagant and unexampled excess, which could have taken place only under the very remarkable circumstances which combined to produce an unprecedented expansion of credit and of the currency, and

consequently such an unnatural advance of prices as to render this country the preferable market for almost every description of merchandise.

Of these imports \$92,956,481 were of articles free of duty, \$38,580,166 articles paying specific duties, and \$59,343,338 those paying ad valorem duties. Among the articles free from duties were \$2,231,457 in gold and silver bullion, \$11,169,394 gold and silver coin; teas \$9,653,053, manufactures of silk \$20,331,896, silk and worsted \$3,171,023, linen \$8,271,813, wool, not exceeding 8 cents per lb. \$806,370.

Of articles paying ad valorem duties are woollen cloths, and cassimeres, \$8,926,382, printed and colored cotton goods \$12,192,980, white do. \$2,766,787, silk goods from China \$2,721,180, earthen and stone wares \$2,424,514, indigo \$1,113,577, wool exceeding 8 cents per lb. \$463,756. Paying specific duties, molasses \$4,077,312, wines of all kinds \$4,332,034, sugar, brown, \$11,623,699, and white, \$890,805, cigars \$1,058,857, bar iron, \$4,023,042, books of all kinds \$259,381, black bottles \$259,554.

Of the goods exported \$21,746,360 were of articles of foreign produce, and \$106,916,680 domestic. Among the former were gold and silver bullion \$328,645, do specie \$4,493,350, teas \$869,164, coffee \$1,985,176, printed and colored cottons \$1,075,156, white do \$666,871, sugar, brown, \$378,318.

The exports of domestic produce were, of produce of the fisheries \$2,666,058, of the forest \$5,361,740, of agriculture, pork \$1,386,344, beef \$699,116, flour \$3,572,599, rice \$2,548,750, tobacco \$10,058,640, cotton \$71,284,925, manufactures, soap and candles \$479,310, boots and shoes \$133,471, household furniture \$214,046, hats \$244,012, cotton piece goods, printed and colored \$256,625, white \$1,950,795, gold and silver coin \$345,738.

A LADY SAILOR.—Mrs. Holdredge, the wife of Capt. Holdredge, of the packet ship United States, arrived on Tuesday at New York in that vessel—it being her thirtieth voyage across the Atlantic! We think she is fairly entitled to a command, having in every instance sailed as the mate of Capt. H.—*New York Courier & Enquirer.*

SELECTED POETRY.

From the New York Mirror.

LINES ON THE DEATH OF GENERAL DANIEL DELAVAN.

Of the Revolutionary War.—BY GEORGE P. MORRIS.

Let not a tear be shed!
Of grief give not a token,
Although the silver thread
And golden bowl be broken!
A warrior lived—a christian died!
Sorrow's forgotten in our pride!

Go bring his battle blade,
His helmet and his plume!
And be his trophies laid
Beside him in the tomb;
Where files of time-marked veterans come
With martial trump and muffled drum!

Give to the earth his frame,
To moulder and decay;
But not his deathless name—
That cannot pass away!
In youth, in manhood, and in age,
He dignified his country's page!

Green be the willow bough
Above the swelling mound,
Where sleeps the hero now
In consecrated ground:
Thy epitaph, Oh Delavan!
God's noblest work—an honest man!

WASHINGTON CITY;
THURSDAY, JUNE 8, 1837.

ARMY MEDICAL BOARD.—A Medical Board, consisting of Surgeons T. G. MOWER, H. S. HAWKINS, and H. A. STINNECKE, is now in session in the city of New York, for the examination of candidates for appointment in the medical staff of the army.

To correct any erroneous impressions that may exist, it is thought proper to remark, that all candidates, found qualified, are recommended accordingly, *without regard to the number of vacancies at the time*; consequently it often happens that approved candidates are not immediately appointed, (that is, not until vacancies do occur.)

M.

THE EXPLORING EXPEDITION.—We perceive with regret in the public papers that a want of harmony between the commander and some of the officers attached to this expedition, already begins to manifest itself; it arises principally, we believe, if not altogether, from a difference of opinion as to the sailing qualities of some of the smaller vessels of the squadron. The experimental cruise was made with the view of testing the fitness of these vessels for the purposes intended, and resulted to the satisfaction of Commodore Jones. Lieut. Tattnall, not being convinced of the error of his opinion, formed while making the voyage to Vera Cruz, with Gen. Santa Anna, has been relieved at his own request, from the command of the barque Pioneer.

As nothing will tend more to the promotion of the objects in view than harmony among all grades, so nothing would sooner defeat those objects than discord; and it is better that all differences should be arranged, prior to the sailing of the expedition, than be deferred until too late to make any change.

It is understood that the two barques will be taken into dock, for further examination; and also that a Board of Naval Officers will be convened to make a survey on all the vessels, and report its opinion of their suitableness for the contemplated objects.

The intelligence from Florida seems to be at this moment as contradictory and uncertain as ever. One day, we have reports that the Indians will positively come in, at the stipulated time, prepared to embark with their families for the west; and the next, rumors are current that hostilities are on the eve of being resumed. For the comfort of our long suffering army, as well as the peace and security of the inhabitants of the Territory, we earnestly hope that the retiring footstep of the last Indian from its soil may be speedily announced.

MILITARY VISIT. The fine volunteer company of Washington Light Infantry, under the command of Captain John A. Blake, left this city on Monday last in the Rail-road cars for Baltimore; they were hospitably received and entertained by the military and citizens of that city, and are expected to return by the cars this morning.

Commander I. McKeever has been ordered to the command of the U. S. ship Falmouth, now fitting for sea at Norfolk, and destined for the Pacific.

In addition to the Falmouth, sloop of war, now preparing for the Pacific station, it is intended to send another sloop—probably the Lexington.

In consequence of the deranged state of commercial affairs, sailors for the public vessels can now be readily obtained. The want of them has for several months past retarded the departure of our ships of war.

ITEMS.

Commodores MORRIS and PATTERSON left Washington a day or two since for Old Point Comfort, as members of the Board of Naval Officers instituted for the trial of the medium guns.

At an ordination held on Saturday, the 28th ult., at St. Andrew's church, in Philadelphia, the Rt. Rev. Bishop Onderdonk admitted Mr. N. S. Harris, late of the U. S. army, to the holy order of Deacons.

A detachment of seamen for the naval service arrived at Norfolk on Thursday last in the schr. Shield, from Boston.

Mr. Crawford, the British Consul at Tampico, arrived on the 27th ult., at S. W. Pass of the Mississippi, in the U. S. Revenue Cutter Campbell, from Galveston, and will immediately proceed home by way of New York. Commodore Taylor, of the Texan navy, and Audubon the naturalist, are also passengers in the Cutter.

The Board of Naval Officers for the examination, of Midshipmen in Baltimore, is still in session.

At a meeting of the Field Officers of the Sixth Brigade New York State Artillery, held at Niblo's on 26th ult., Col. GEORGE P. MORRIS was unanimously elected Brigadier General of the 6th Brigade.

ARRIVALS AT WASHINGTON.

June 1—Asst. Sur. C. D. Maxwell.	Mrs. Meade's.
3—Major J. D. Graham, T. E.	Gadsby's.
6—Lieut. A. P. Allen, 3d arty.	do.
Asst. Sur. J. P. Russell,	do.
Lieut. J. H. Miller, 4th arty.	do.

PASSENGERS.

CHARLESTON, May 29, per steamboat South Carolina, from Norfolk, H. J. Paul, of the navy.

June 1, per steamer John Stoney, from Black Creek, Dr. J. P. Russell, Lieuts. J. H. Miller, and R. C. Smead, U. S. A.

NEW YORK, June 1, per packet ship Columbus, for Liverpool, Dr. S. Mosley, of the navy. Per ship Niagara, from Charleston, Col. I. B. Crane, of the army.

MOBILE, May 21, per steamboat Champion, from Pensacola, Capt. W. K. Latimer, of the navy.

May 22, per steamboat Mazeppa, from New Orleans, Maj. Gen. E. P. Gaines, of the army.

LETTERS ADVERTISED.

NORFOLK, June 1.

NAVY.—Commodore of the Brandywine, Commodore Jones, Capt. Deacon, 2, Captain James Armstrong; Lieuts. H. M. Houston, 2, M. Mason, J. E. Bispham, J. W. Jarvis, Tilton, R. Shepperd, Jno. Marshall, Hen. Bruce, Wm. Inman, Byrne, J. C. Sharpe; Midshipmen D. D. Henrie, H. Gansevoort, W. E. Reid, 2, A. Weir, G. Reed, Allison, J. H. Sherburne, Wm. Wilson, J. Philpot, A. R. Taliaferro, 2; Sailmaker John Davis: Drs. S. C. Laurason, 2, J. F. Brook, Chas. Chase, J. C. Mercer, 2, J. L. Fox; Purser Joseph Terry.

DOMESTIC INTELLIGENCE.

BY THE EXPRESS MAIL.

From the St. Augustine Herald, 25th May.

FROM TAMPA.—An express arrived last night from Tampa with despatches to Gen. Armistead, who is charged with the defence of the country east and south of St. Johns river. Their contents so far as we can ascertain are not of a very favorable character, though but little is mentioned of the state of affairs in that quarter. No mention is made of any shipments of emigrants. Gen. Jesup doubts the faith of the Indians, and intends continuing the posts now established. If the posts are broken up the Indians will not emigrate. The post at New Smyrna is ordered to be established; and in compliance with this order, Capt. Webster's company of artillery will be conveyed by the steamboat to take position there.

Information had been communicated to Gen. Jesup by Gov. Call that fifteen men, women and children, had been murdered on the Apalachicola river, supposed to be by Creeks. Major Nelson's battalion has been ordered to report to Gov. Call.

We have rumor after rumor of the movements and disposition of the Indians towards emigration, both favorable and unfavorable, and now many if not all begin to look upon the prospects of the close of the war as yet far distant. One rumor says that Gen. Jesup has expressed his opinion that they cannot be got off before fall; and another that a deputation had waited on him with a request for a further extension of time until fall to emigrate, which was refused.

A letter from Fort Dade, received in this city last evening says, that it was reported there that all the Indians at Tampa had absconded, except about 130 men, women and children who were enrolled.

Oseola with his band, it is presumed, had not arrived when the express mail left Tampa, but Coahajo, who is said to be the principal chief on the St. Johns river, with whom he was, made the most positive assurances at Fort Mell, that he would be at Tampa by the 25th inst. with their bands ready to emigrate.

A Creek Indian with his squaw and her child arrived here in the steamboat Florida from St. Mary's, yesterday. They were captured near Jefferson, Ga., a short time since.

From the Arkansas Gazette, May 16.

FORT SMITH, 16th April, 1837

To Capt. R. D. Collins, U. S. A., and Dis. Agent
Severe indisposition, which confined me to my bed for fourteen days, prevented me (as I had intended to do before this time) from announcing to you the safe arrival of the detachment of 466 Cherokee Indians, under my charge, within the limits of the Cherokee nation, west, on the 27th ult. When they came in view of the "Canaan of their hopes," they hailed it with loud cheers, and passed the line with deep expressions of joy. 275 of the number were landed two miles above Fort Smith, the residue opposite Fort Coffee, both according to their wishes, it being their desire to settle in the country adjacent to these points. Not a single change occurred between the points of embarkation and debarkation, and in fact the health and condition of the detachment was better than when it started. The great success and safety which attended the arrival of the detachment will be calculated to give a favorable impulse to Cherokee emigration, yet in its incipient state, and will have much effect in doing away a prejudice against water transportation, which was excited in the minds of the eastern Cherokees in consequence of the disastrous results from Cholera in 1834. While at Fort Coffee, the transaction of business connected with my duties necessarily threw me upon the hospitality of Captain Stuart, the commander of the post. Of his politeness and attentions to me, I cannot express myself too gratefully. From Lieut. McKavat,

who is a man of business, and a highly promising young officer, I received much service, for which my warmest thanks are due to him.

With high respect and esteem,
your obedient servant,
JOHN S. YOUNG,
Cond'g Agent, Cherokee Removal.

IMPORTANT FROM FLORIDA.

OFFICE OF THE COURIER, }
CHARLESTON, June 1.—5 P. M. }

LATEST FROM FLORIDA.—From a passenger arrived yesterday on board the steamboat John Stoney, which left Black creek on Monday last, we learn that intelligence has been received there that an expedition, under Lieutenant R. M. PEYTON, of the army, had been undertaken from Lake Monroe to the upper part of St. John's river; that Lieut. PEYTON had discovered a large lake, heretofore unknown to the whites, the Indians were cultivating large fields of corn, that twelve negroes (the property of Col. Rees) having discovered the camp of Lieut. P., had come in and given themselves up. The negroes state the Indians did not intend to emigrate, but would re-commence hostilities in a few weeks; and that Powell, who has been represented to the contrary by all the other Indians who have come into Gen. Jesup's camp, is a man without influence among his people. We understand that the fact is otherwise, and that Powell is a chief of much influence with his tribe.

From the Norfolk Beacon, June 5.

By the arrival yesterday morning of the steam packet South Carolina, from Charleston, we have the papers of that city of Friday. The Indians, it was feared, were playing their old game of deceit and treachery, and were playing shy till the moment of striking a blow had arrived. Some thought more favorably of their intentions, but Gen. Jesup is probably well aware of the character of those he must deal with. The U. S. Squadron had not sailed from Pensacola at the latest dates. It was to have been on the 25th ult.

Lieuts. Miller, Sinead and Allen, and Dr. Russell of the Army, and Lieut. Stallings, U. S. N. late of the schr. Grampus, came passengers in the South Carolina.

The U. S. ship Macedonian dropped down from the Navy Yard to the naval anchorage below the forts on Saturday afternoon.

From the Buffalo Spectator.

LETTER FROM A SENECA CHIEF.

The following communication exhibits feelings as keen and delicate as any class of men possess, and contains suggestions relative to the treatment which the Indians are receiving from the whites, not unworthy the consideration of those whose duty it is to protect them from oppression and injustice, as well as those who are aiming, by their prayers and Christian efforts, to avert the judgments of God from a guilty nation. It would be well, too, if such appeals might reach the ears and hearts of those whose self-interest leads them to pursue the course against which this old chief raises his remonstrance. He is a sagacious, keen-sighted man, about fifty years old, and has long been regarded as the leader of the Pagan party on the Buffalo Reservation. But though a Pagan, he is said never to have known the taste of whisky, and his integrity might well put to the blush men of whiter skin and high pretensions. The young man whom he addresses is also a Seneca Chief, who is receiving an education at Dartmouth College. The letter grows out of the difficulties thrown in the path of the Indians by the policy of the Government of the United States, and by the effects of a company of individuals, who, some years since, purchased a pre-emptive right to the Indian lands, and whose interest it is to get the people away as soon as possible.

MR. EDITOR:—A few days ago the Indian Chief, Big Kettle, received a letter from an Indian youth, at Dartmouth College, and came to my house to have it read and interpreted. At his request, I forward you the following extract from his reply. He desires its publication, in order that the community may become acquainted with the feelings and views of an old Indian chief, in relation to the subject of which he treats.

Yours, respectfully, V.

My friend Hanyiuhgawah—

You wrote me desiring to know the state of things among our people. I am glad to receive your letter. Also that you are well, and that we have still mutual confidence in each other. We have always been friends. I have been favorable to your interests. I hope we may again look upon each other.

Some things are changed among us. You used to know the feelings of Hasenienes. Once he stood firm; but it is now found out that Deonahgasdah* privately persuaded him, and we have reason to say he bribed him. Deonahgasdah tried to bribe me also. He offered me \$1000. I immediately told the chiefs, I rejected the bribe. But Hasenienes has told us nothing as yet, and we must therefore conclude that he has retained the bribe.

Another of our chiefs has manfully exposed their offer of \$1000. I mean Jisgeegeh. We know of no others who have done so. Know now that my mind has not changed at all. Deonahgasdah did not at all accomplish his purpose at the last council. My influence prevented him. Still he threatened at last, as he went away, that we should be obliged to sell; and that before the people were aware of it, they would find Big Kettle and Big Horns both pulling the same way together.

I wish you would write to Washington for me. Tell them it is of no use for them to send commissioners to try to buy us out. It will avail nothing. It will only be to waste their money needlessly.

Thus far we have treated the government well. We have never done any thing to offend the United States; and I should be surprised, if, therefore, they should send to try to get us off from our lands. Yes, every body would be surprised, and think it hard. For, consider how it was in the last war, when the enemy were on the other side of the river. Then the government sent for my aid. They wished me to help them along. And I did so, to the best of my ability. If, therefore, they should now try to drive me off to the West, it would be surprising to every body.

Furthermore, it ought not to be said, as Deonahgasdah did say, that he would repeat his efforts every year till he gets us off. They are only baiting a fishhook for us, that as soon as we bite, they may pull us, with the hook in our mouths, to the West. Reflect. Even now there is war there. We shall doubtless fall into it if we go. Of course, then, no one can suppose them to wish for our welfare, if they wish us to remove to that country. There are great plains there with the Rocky Mountains behind; and they are covered over with a warlike race of men, perfectly unprincipled and desperate.

But if I should hear the government advising us to remain here and do well, were I to reject such advice, I should feel that I was without doubt sinning against God.

Another thing—I am grieved to see what a great business the whites make of carrying off our timber, and I wish you would stop it. There are some strange things about this business, which surprise me exceedingly. We have very well understood the laws of the State, which fine a white man twenty-five dollars for cutting a single tree. Well, they are catching the timber-thieves very frequently. They prove it out

* This word means two huge strong horns, and is the name applied to one of the commissioners who attempted to make a treaty with the Indians.

clear against them—they make them pay the fine. But who is it that pockets the money? The Indians get none of it. This is what surprises me. Every body knows that when a man steals from his neighbor, if he is caught, and made to restore his plunder, or pay for it, that the restitution must be made to the owner of the property. Every body should think it strange if he should be allowed to pay it over to some one else. No: this never can be right. Why, then, is it, that they never pay us the fine-money? The timber was ours—he stole it—they caught him—the law put its hand on him, and made him give up his twenty-five dollars. But the money, ah! we have lost our timber and our money too. I must think this is selfish. Here is some conspiracy among them against the Indians. I should think they were honest, if they would send us the money. But if they will not give it all, at least let them give half. I will be willing to divide with them. But I wish the government would see to it, that we do not lose our timber and the money also.

For myself, I mean to stay here as long as God's providence will let me stay any where in this world. If we should remove, we can easily see how it would be with us. Here is something which makes it very plain. A few years ago the government told us that at Green Bay we might live and flourish forever.—Some of us went and put up our cabins, and just began to live, and then the government sent and told us, "this land is not quite yours; you can have a stronger title a little further West." And, as far as I can see, so it will be forever. They will tell us, a little further, and a little further, and a little further, till our grand-children shall be plunged in that salt ocean beyond. It is plain to me that the white people will never change their disposition. They are so selfish that they can never get enough; and they will tell our children just as they have told us. We began at the East Salt Ocean, and have sold out to them more and more, and more and more, and yet they are not contented—and they never will be contented, till the red men are all in the West Salt Ocean. The more I see, the more I am convinced that the white man is cunning to contrive many ways for cheating the Indians. He has got many acres of us for less than one cent; but his belly is not full yet: no, and never will be. Therefore, he ought to consider us. I do not wish to be under his laws; and he ought not to suffer the State to throw its laws over us, and make us pay taxes; for he ought to feel that he has eaten enough out of us already. A man of a great mind would compassionate us. He would reflect, when he sees a poor Indian coming along, "How poor he is; what a change! Once he had all America in his possession." And then he will think of his own good coat, provisions, &c., and he will at least pity him enough to fill up his pipe for him, and let him smoke it out in peace.

These are my views on these subjects, and I thought I would let you know them, and I request you to write to the government, or at least publish them, and let people know how an old Indian chief feels on these points. I am afraid of the Company, and of the Legislature, that they mean to oppress the Indians.

I will add that our forefathers were more kind to their ancestors than they are to us: for when they came upon the shore, our fathers reached out bread to them, and treated them kindly.

I am a red man, and I hope in God that if the white people oppress the Indians, and take away what God gave them, that his righteous judgment may yet find some way to bring down the white man, and bring him under as he now does us.

You are a white man. You know then what is right. We have but just started in the right way.

You have our lands; the game is all gone; we can not live in that way; but we have just begun to see the right way to live as the white people do. We are making the experiment; and now, while we are just

beginning, it is cruel to oppress us, and to say, "these Indians don't know how to get along, let them be driven away. It is cruel, I say to treat us so, just when we are beginning to try the right way."

Furthermore, I have heard that the little game that is left, you are covetous of it, and refuse to let our people hunt, although in the treaty you did not speak a word about buying up our game.

Once more I will add: I have been pained at the white man's doings. It seems to me that he cannot stop. There is no end to him. He began to take our property, and to this day he is still doing it. And when you wish to get more of me, your regular course is to send your commissioner to incline me in your favor. He begins by calling me one side, and offering me money, and he says, "you shall receive this sum, year after year, as long as you live." Now I am ignorant; but I can at least see as much as this: If I should let them have the land, it will become theirs as long as their children will live. It grieves me, I say, to see what you have heretofore done, and still you seem inclined never to stop. Your children also will take the same course, and they will never stop.

But I wish you would repent of this course, and if ever again you attempt to buy out my Indians, and remove them further West, you ought to continue their annuities to their children's children, throughout their generations. Your course is dangerous. The Great Almighty looks down upon you. He, at least, sees the iniquity of your doings, and you, also, might see your dishonesty towards us, if you would only look. This is no small matter, and you will know it by and by. These are my honest feelings, and I wish, friend Hanyiuhgawh, that you would either send them to Washington, or else publish them to the world.

Your friend,

his
BIG X KETTLE.
mark.

From the Globe.

NEW SPECIES OF PIRACY.

Commodore Dallas has sailed, it is said, with a considerable part of his squadron for Braxos de Santiago, for the purpose of protecting, as far as it may be in his power, the lives and property of our citizens, captured by the blockading squadron of Mexico.

From accounts lately received from Matamoras, it appears that the master, crew, and passengers of the American schooner Champion, captured by the Mexican squadron, have been tried by a court martial, and condemned to death as pirates under two decrees of the Mexican Government; the one prohibiting foreigners from coming into the Republic, with hostile intentions, or with warlike stores for the use of any of the parties, who, in Texas, or elsewhere, are in arms against the established Government, under the penalty of being treated as pirates; the other decree closing the ports of Texas, &c.

It is said the prisoners thus condemned as pirates will not be executed; but this may depend upon the caprice of the authorities at Matamoras. The Champion was captured on the high seas, because she was bound to a port in Texas, laden in part with provisions and military stores, before any attempt to enter such port, and before any warning not to do so on the part of the blockading squadron. The capture, therefore, was in direct violation of the treaty between this country and Mexico.

To make the offence of the officers, crew and passengers of the Champion, under such circumstances, piracy, is an outrage upon the understanding and usages of the civilized world.

Piracy, or robbery and depredation upon the high seas, is an offence against the law of nations. Different nations pass decrees and statutes, to aid and enforce this law; but they have no right to make that piracy, except as to their own subjects or citizens, which is not so by the law of nations.

The laws of the United States make certain acts in the slave trade, if committed by a citizen of the United States, piracy, but not so if committed by a foreigner.

The carrying of contraband goods to a blockaded port is not piracy by the law of nations; and no decree of Mexico can make it so. If, therefore, the officers of the blockading squadron of Mexico capture the vessels of American citizens, as in the case of the Champion, for the purpose of punishing their crews as pirates under the new decree, they are themselves robbers, and depredators upon the high seas, and should be considered as pirates, notwithstanding they may sail under the flag of their country.

It is presumed, however, that this decree making a minor offence piracy, will be repealed; and that the Mexican Government will not proceed to extremities. But should it be otherwise, the American people, no doubt, will sustain our Government in the most prompt and vigorous measures, in depriving the Mexicans of the power to enforce their savage decree.

From the Savannah Georgian, 30th ult.

(FROM A CORRESPONDENT.)

PENSACOLA, May 22.—The West India squadron is expected to sail on the 25th inst. for the Gulf of Mexico. It consists of the

Frigate Constellation, Com. A. J. Dallas.

Sloops of war Concord, M. P. Mix, Commander.

Natchez, Wm. Mervine, Commander.

St. Louis, Thos. Paine, Commander.

Boston, Fred. Engle, Lieut. Com'g.

Schooner Grampus, Jas. M. McIntosh, Lieut. Com'g.

The U. S. steamer America, Lieut. Com'g. S. Johnson, arrived here yesterday from Tampa, no news of consequence. The Indians came in slowly, and did not bring their rifles nor women and children; after remaining about the camp some time, they would go out again under the pretence of bringing them in.

U. S. SHIP ST. LOUIS,

PENSACOLA BAY, May 22, 1837.

To the Editor of the *Georgian*.

SIR—An article taken from the Port au Prince, St. Domingo, "Feuille du Commerce," is going the rounds of the newspapers, purporting to be an account of my having landed a party of armed men at that port from this ship, which proceeded to the residence of J. Taylor, four miles distant, and took thence by force a negro man, a slave belonging to me, which is a lie as black as the fabricator of it. I have no slave on board this ship, neither did I find one at Port au Prince. The story carries a lie on its face; for, is it at all probable that a military government, like that of St. Domingo, would allow me to land an armed force, proceed four miles into the country, and take forcibly thence a negro slave and then sail peacefully away? The idea is ridiculous, and would not have been noticed by me, as I am amenable only to those who have honored me with the command of this ship, but I wish the public to be disabused of so false a statement. The facts on which I presume this ridiculous story is founded are these, viz: while this ship was at Port au Prince in March last, a seaman, a free black, deserted. A midshipman was sent on shore with directions to employ a constable and to offer a reward of twenty dollars for the deserter's apprehension; through the day nothing could be heard of him.

About sunset a black man named Taylor, the man, it is alleged, who owned the house from which the slave was forcibly taken, came to me and said he knew where the deserter was; that he was at his (Taylor's) house drunk and locked up, I told him I would give him twenty dollars if he would conduct my officers to where the deserter was. This was done; one midshipman constituted "the party of armed men landed from the St. Louis to take by force a slave." He was accompanied by Mr. Dimond's son, a youth of fifteen or

sixteen, his clerk and servant. The deserter was peaceably conducted on board, and the St. Louis peaceably sailed next day from Port au Prince.

Respectfully yours, &c.

THOS. PAINE,
Commander U. S. Navy.

Those editors who have published the article from the Port au Prince "Feuille du Commerce," will please publish the above statement.

The steamer Merchant arrived at Pensacola on the 23d of May from Tampa Bay, having on board the marines of the West India squadron, under the command of Lieut. WALDRON. About 150 of the mounted Alabama volunteers and 30 horses were landed at Apalachicola. Passengers, Col. HENDERSON, Commd. Marine Corps; Capt. HOWLE, Adjt.; Surgeon KEARNEY, U. S. Navy; Lieuts. LANG and STARKE, of the Marine Corps; Lieut. Chatard, of the Navy, and Lt. BRENT of the Army.

FOREIGN INTELLIGENCE.

From the Globe.

AN ACT OF COURTESY.—We have obtained from the Department of State, the following translation of a note from the French Minister of Foreign Affairs to the diplomatic representative of the United States at Paris, and take pleasure in laying it before our readers:—

PARIS, March 28, 1837.

SIR,—Two national vessels, "la Menagere" and "l'Indienne," having been forced by stress of weather to put into Mahon on the 21st ultimo, both found themselves in a perilous situation; but the "Menagere," particularly, was in danger of being lost when, in consequence of her signals of distress, the frigate "United States," then at quarantine in the port of Mahon, immediately sent her two anchors and two stream cables, which contributed to save the French vessel. These articles will be forthwith restored to the frigate "United States," but the Government of the King would be wanting in the fulfilment of a still more essential duty, if it did not express its grateful sense of the generous proceeding of the commander of this frigate. I pray you, sir, to be pleased to present this honorable officer the sincere thanks which are due to him, and of which it is particularly agreeable to me to be the interpreter.

Accept the assurances, &c.

MOLE.

His Ex. L. CASS, &c. &c. &c.

From the Sailor's Magazine.

Extract of a letter from Rev. J. Diell, Chaplain for Seamen, dated Oahu, Sandwich Islands, Oct. 6, 1836.

Within a few months an English newspaper has been established here, and it has now reached the 10th number. By the first direct opportunity to send home, I shall forward you some numbers. It is styled the "Sandwich Island Gazette and Journal of Commerce," and it will serve an important medium of communicating shipping-news and other intelligence from these islands and other parts of the Pacific.

On the 6th ult. the U. S. schr. Enterprise, George Hollins, Esq. commander, arrived—and on the 8th, the U. S. ship Peacock, C. K. Stribling, Esq. commander, having on board Commodore Kennedy. Both vessels were from China, having touched at the Bonin islands. They had been out from home about a year, and touched at most of the important ports between Zanzibar (on the W. coast of Africa) and Canton. With some of the governments Mr. Roberts, the commercial agent of the United States, negotiated treaties, which it is hoped will affect our commercial interests very favourably. This was the case, more especially, at Muscat, on the Persian Gulf. The conduct of the

Sultan of Muscat, in reference to the Peacock, deserves a special notice. After the Peacock had grounded on the coast of Arabia, Mr. Roberts and a boat's crew were despatched to Muscat for assistance. The Sultan promptly ordered a vessel to the relief of the officers and crew, and, at the same time sent an armed force by land to defend them from the attacks of the Bedouin Arabs, in case the ship had been totally lost. And when he learned, on the arrival of the Peacock at Muscat, that a part of her guns had been thrown overboard, he sent a vessel to recover them, and had them forwarded at Bombay, where they were received on board again. Such conduct was truly magnanimous; and, it is to be hoped will not be passed by without some suitable expression of gratitude from our Christian government to this Mohamedan Prince.

Mr. Roberts died at Macao of the dysentery, a disease which has prevailed to an alarming extent on board both vessels, and which has numbered among its victims several of the officers and men. Mr. Waldron, the Purser, has been suffering severely with the disease since his arrival here, but is now convalescing; and I am happy to state, that the sick list is clear entirely of all severe cases of sickness. Two men have died in port—one on board each vessel; and, at the request of the respective commanders, I attended the funeral.

With the exception of a single Sabbath, public services have been held on board the Peacock, at 11 o'clock every Sabbath, since her arrival. Mr. Birmingham has preached once, and myself at the other times. The awnings were spread, and every arrangement made which could make the occasion pleasant and interesting. The services, which are usually held in the Chapel in the morning, have been omitted, and several of the foreign residents went on board, and scarcely have I been permitted to address an audience under more interesting circumstances.

From forty to fifty men, on an average, on board the Peacock; and about five or six on board the Enterprise, as the Purser has informed me, have left off their rations of spirits, and drawn the money which is allowed in lieu of the rations. Several of the officers are most decidedly in favour of a total abolition of the spirit rations in the navy; and, it is to be hoped, that this may very soon take place, so that our national vessels, the authorized representatives of our national opinions, and the expounders of our national practices, shall no longer proclaim to the uncivilized and heathen nations which they visit, that one half pint of rum per day is needful to a man in health to enable him to do his duty.

The Purser has made me acquainted with a fact, which I feel almost ashamed to communicate, lest it should be found out that the ship, to which I refer, belongs to the number of professedly "Temperance Ships," which sail from the United States. He did not recollect the name, nor do I know it. Just before the arrival of the Peacock at the Bonin Islands, an American whale ship put in at those islands for water, &c. She obtained a supply of vegetables, hogs, fowls, &c.—and to repay the colonists, the master gave them two barrels of rum, which he sold at a very high price. The colony consists of about eighty individuals—Europeans, Americans, and Sandwich Islanders. There was no rum on the island when the ship touched there; when, instead of furnishing them with cloth, or other useful articles, to stimulate them to industry, and to improve their physical and moral condition, he sent them two barrels of rum. The consequence was, as might easily be conjectured. The Purser tells me, that every thing was prostrate: all was confusion, and probably would be till the last gill was consumed. If such conduct is not a shame to men—to Christian men—I know not where to look for conduct which deserves the mark of shame.

The Enterprise sailed on the 26th ult. for Mazatlan, where she is to wait for the Peacock. The Peacock will probably sail to-morrow, for Monterey, and then

to Mazatlan. The commander has been engaged for two or three days in a conference with the King and the Chiefs, respecting the claims and privileges of American citizens. Nothing definite has yet been settled; so that I can say nothing more upon the matter at present.

Mr. Jones, the United States Consul, has been absent for four or five months, upon the coast of California; but is expected soon.

Our intercourse with the officers of the Peacock has been very pleasant. Captain Stribling, whom you know by reputation as an excellent man, and as a decided and consistent Christian, has had his lodgings with us most of the time since his arrival, and we feel a strong personal attachment to him, as well as entertain a grateful sense for his kindness.

Several of the officers and crew have contributed liberally to a subscription which has been started by some of the foreign residents to aid in repairing the Seamen's Chapel. I have concluded to go on with the repairs at once, and not leave the building to suffer, as it must, if exposed to another rainy season, in the present condition of the roof. By another opportunity I shall send a more full statement of the matter, with an account of the moneys which have been so liberally contributed, to be acknowledged in the Magazine.

The whale ships are now expected, and in pretty large numbers. I hope that, as they come in, the seamen may receive a blessing—that God may endue me with grace and wisdom to win souls to eternal life.

Mrs. D. (whose health has improved considerably from a visit to the other side of the island) unites with me in kind regard to yourself and Mrs. G. Remember me to the Committee, and believe me, &c. your friend,

JOHN DIELL.

DOMESTIC MISCELLANY.

From the Charleston Courier.

SKETCHES OF FLORIDA.

BY DR. B. B. STROBEL—NO. XVI.

REVENUE OFFICERS.

A deadly hostility is entertained to some of the officers of the Revenue Cutters on this station, by a certain class of persons, against whose interest they operate.—These persons occasionally land wrecked goods at Indian Key or Key West, without the formality of making an entry at the Custom House, or secrete articles taken from wrecks or "picked up" on some of the Keys; until an opportunity occurs to take them off. I am not disposed to make an invidious distinction, when all the officers as far as my knowledge extends, have acted honorably. But from long acquaintance with the officers of the Revenue Cutter *Crawford*, Capt. R. DAY, I am enabled to speak with more certainty of their conduct than that of any other. The smugglers would as leave see the devil come on the coast, as Capt. DAY and his Cutter; for their proceedings are generally put a stop to, at least during his stay. Capt. DAY has been on this station for several years, and of course, had an opportunity of becoming well acquainted not only with individuals, but with their haunts. His officers are active and efficient men, and with their aid, he not only knows their "whereabouts," but is enabled to lay hands upon them. I cannot at present call to mind but three instances in which Capt. Day has made seizures, although I am satisfied there are many more.

The first was a considerable quantity of cochineal and other articles saved from a wreck, and landed at Indian Key, without an entry at the Custom House.

The second was the seizure of a smack which had secreted twenty or thirty bales of cotton on one of the Keys. The cotton, the capt. of the smack represented to have been picked up at sea. It was never entered, nor was any account given of it. The smack cleared at Key West for the North, went round the Key, took the cotton off, and while very quietly proceeding "down east," she was overhauled by the *Crawford*, and brought into port.

The last case was a Spanish schooner, I think her name was San Fernando. This vessel arrived from Havana, and entered and cleared for Charlotte Harbor. The *Crawford* was lying in wait for her, off the north-west passage. She was overhauled—and upon examination it was discovered that she had on board about fifteen hundred dollars worth of goods, which did not appear on her manifest. This cargo was condemned, but owing to some informality in the libel, the vessel escaped. The *Fernando* and her cargo, on the application of her agent, were bonded. But what is strange to tell, on a demand for payment being made by the proper officer, the bondsman expressed his willingness in compliance with the decree of Court, to perform his contract; when lo! Presto! the bond was gone, and nowhere to be found. What became of it no one could (or would) tell, and in all probability, Capt. Day and his officers, by this slight of hand, will be thrown out of their prize money, and the offenders escape unhurt, unharmed. It is due to the present Marshal to state, that this transaction did not occur during his administration; but on whomsoever it may fall, great blame must be attached to some one.

It will readily be perceived, from what I have stated, that great antipathies will exist against public officers among those whom it is their duty to bring to justice.—This hostility has been repeatedly manifested by charges preferred to the heads of department at Washington. In many cases, these charges are secretly preferred, and it is not at all times in the power of the officers to meet them as they should be met. Let me not be understood as conveying the idea, that in my opinion, the Government officers at Key West and on the station, are all exemplary men. My object is to urge the importance and necessity (whether an officer be right or wrong) of affording him a fair chance of vindication, more especially when the peculiar difficulties of his situation are taken into consideration. Where such causes exist, a ready pretext will be found in the most trifling incident, upon which to ground the most serious charges, and an efficient officer might be dismissed on account of animosities created by a faithful discharge of his duties.

There have been Government officers here with whom those concerned in wrecking and smuggling will never find fault—men who bend to circumstances; are "all things to all men," and accommodate where they ought to punish.

After what has been stated, it may reasonably be expected that I should suggest some remedy for the evils which I have brought to the notice of the public. I have spent much time in reflection, and in consulting the law in reference to these matters. The answer to the two following enquiries, appears to me to embrace the whole subject.

1st. Suppose a captain to be brought to Key West by wreckers, and on his arrival to receive information, that the offices at which his vessel and cargo are insured, have a regularly constituted agent on the spot, and he chooses to consign to some other person, by whose neglect or mismanagement, an unnecessarily heavy loss is sustained. Would the insurers be bound to pay?

In the event of shipwreck, it would appear that the captain becomes "ex necessitate" agent for all parties concerned in the vessel or cargo, and as such, may transact the business as he pleases. The agent for the Insurance companies has not even power to stay illegal proceedings, at the time of their occurrence, but is compelled to stand by and see frauds practised upon those whom he represents, without being able to interfere in their behalf. Thousands of dollars are thus annually abstracted from the funds of insurance companies. So long as they can, by so doing, pocket a share of the plunder, a majority of captains will continue to consign to irresponsible agents; and so long as those agents are dependent upon the wreckers for their business and commissions, they will play into their hands. Let it not be supposed I judge too harshly of human nature. Self interest is a powerful motive, and requires all the checks of law, and the salutary operation of a sound moral public opinion, to keep in subjection, and to compel men to deal justly towards each other. It is in vain to talk of redress at law, whilst such conspiracies exist as at Key West; business being managed with due regard to the forms of law, whilst the ends of justice are lost sight of. The individuals who co-operate with the wreckers, whilst performing the office of agents for the wrecked, take care so to conduct themselves as to bid defiance to laws; no pretext being left for ar-

raigning their proceedings. Can it be expected that these men or their satellites should even, when called in a court of justice, testify to the whole truth by which their own villainies would be exposed? And what are oaths to such men? They regard them as mere words, mere forms of law, imposing no moral obligation, except when it may promote their interest. There are men on the Florida Reef, who can be brought forward to prove or disprove any thing, and who make their living by perjury. In the case of the brig *Halcyon*, different persons present at the time of the wreck, on being brought before the Court and sworn, testified directly contrary, some declaring "that at the time of the wreck, the vessel was going at the rate of eight knots, there was a gale of wind blowing, the sea was boisterous, and the vessel thumped so heavily on sharp rocks, that she must have gone to pieces in a few hours." Whilst others affirmed, "that the wind was light, the vessel not going over 4 knots, the sea was tranquil, the bottom smooth, and that the vessel could not have sustained any material injury." Can there exist a doubt that one of these parties was perjured? And how can the ends of justice be attained, where persons will so conspire to swear falsely? The law is but a ticklish business, under the most favorable circumstances; what must it be, or what protection does it afford to the rights of a citizen, when its administration is thus shackled? As respects public opinion and its moral influence at Key West, I presume the reader is by this time tolerably well qualified to judge. "The greatest rogue is the cleverest fellow." I have at times been alarmed at the extent of these conspiracies to defraud, when I have seen men, whose conduct, in any decent community, would have entitled them, at least, to a "tarring and feathering," if not to the "pillory, whipping post, or branding," appointed as public officers. When I have seen the keeper of a light co-operating with wreckers and their agents, to defraud the shipwrecked; and should any honest man attempt to raise his voice against these malpractices, he would either be crowded down by a parcel of bullies, or overwhelmed with certificates and recommendations from men no better than the villain who is to be defended.

But to return from a digression. It would appear that a captain has a right to exercise his own discretion in the consignment of his vessel, and that under the existing state of things, the insurers would be bound to pay all losses sustained, whether by damage, payment of salvage, or even by fraud and mismanagement. This brings me to the consideration of the second position.

In the event of shipwreck, has the captain of a vessel the right to determine the amount to be paid to the salvors; by the appointment of arbitrators, where there exists a regularly constituted legal tribunal for the settlement of such cases?

Upon the principle already stated, the captain being the agent for all parties concerned, has a right, either by himself, or through his agent, to determine salvage, either by an appeal to a Court, or the appointment of arbitrators. But I apprehend that no captain, who values his character, or who is actuated by a proper sense of duty, would venture in a place like Key West, to entrust the interest of his owners or insurers to the tender mercies of such men as are usually appointed arbitrators. In other places, such for instance as New York or Charleston, where implicit confidence can be given to an agent, and where men of known and undoubted character can be appealed to, it might, in a majority of cases, be expedient to determine salvage by arbitration; but at Key West, rarely, if ever. Instances sometimes occur where property, being of a perishable nature, render an immediate sale necessary. In such cases an order of Court can always be had, upon proper application, and the whole business brought before the Court and adjudged in ten or fifteen days; his Honor, Judge *Wean*, being at all times disposed to afford every facility in his power. The only doubt which I have met with as to the power of a captain to submit his case to arbitration, is contained in the opinion of Judge *Brackenridge*, of Florida, in the case of *O'Hara*, assignee, *vs.* proceeds of brig *Halcyon*, an appeal from the decision of the Court below. After deciding that in the event of the death of a captain, the mate possessed no such power, he makes the following remark: "For my own part, I entertain very great doubt whether even the master of a vessel has any right to constitute a tribunal, where there is a competent tribunal established by law,

for the purpose of determining questions in which the rights and interests of absent persons may be deeply implicated. It is a common error for masters of vessels to believe themselves acting as supercargoes as well as agents for the ship owner; and even in the latter capacity, to stretch their power beyond those limits which the law allows."

With a view of holding the captains in check, I would respectfully suggest, that an article be inserted in the memorandum of all policies of insurance on all vessels trading up the Gulf of Mexico, to the West Indies or South America, liable to shipwreck on the Florida coast, to this effect: that in case of shipwreck on the reef, the captain of the vessel wrecked shall be bound to consign his vessel and his cargo to the agent of the offices at Key West, and in the event of his failing or refusing to comply with this condition, the whole contract to be void. By this arrangement insurance offices, through their agent, might throw every case into the Admiralty Court, and in this way put an effectual stop to the system of arbitration as now conducted.

That the companies have a right to do this, appears to me evident. If a policy of insurance be nothing more than a contract between the insurers and the insured, the parties to that contract have a right to insert any condition which they may please. But it may be urged, that the interest of the parties may clash; this can never be where they are actuated by good faith towards each other. It is sometimes the interest of ship owners, where a loss does not amount to an average, to increase that loss, so as to shoulder it upon the underwriters; but this can never be the case where shipwreck or other injury renders a vessel liable for salvage, as there can be but little doubt that the loss will amount to an average. How then can it be for the interest of the owners to increase the loss of the insurers? The only persons benefitted are the dishonest captains, who betray their trust, the agent, and the wreckers. All objections, however, on this score might be easily removed, by the owners and insurance offices uniting in the appointment of a joint agent in whom they all can confide.

Should the above suggestion be rejected, there is still one other remedy. Let all parties endeavor to procure the passage of a law rendering it obligatory upon all captains, whose vessels may be wrecked on the Florida Reef, to throw their cases into the Admiralty Court. Either of these plans would close the door against arbitrations, and protect owners and insurers from their fraudulent practices.

There are many captains of vessels who are honorable, intelligent, high-minded men, and who might be safely trusted under all circumstances. Upon these only would it operate hardly. But they should recollect that restraints are not made for honest men but rogues, and that honest men must submit to laws to prevent society from being injured by those who are dishonest. It cannot be disguised that a large number of ignorant men, and men of no character, are permitted to command vessels in our merchant service, their own judgment being the only standard of qualification.

ARMY.

SPECIAL ORDERS.

June 1.—After the final adjournment of the Medical Board, directed to be convened by Gen. Orders, No. 15, Surgeon *Stinnecke* will repair to Florida, and report to the Commanding General.

Surgeon *Findlay* to return to Florida from *Bellefonte*, Ala. and report to the Commanding General.
Asst. Surgeon *Jarvis* ordered to Florida.

Asst. Surgeon *Martin*, now at *Augusta Arsenal*, to repair to *Fort Cass*, *Calhoun*, *Tenn.* and relieve Asst. Surgeon *Hitchcock*; the latter to proceed to *Tampa Bay*, and report for duty.

SPECIAL ORDER, } ADJUTANT GENERAL'S OFFICE,
No. 42. } Washington, June 10, 1837.

Paymaster D. RANDALL, is assigned to temporary duty in the Paymaster General's office, and will take charge of, and conduct, the current duties of the Office, during the absence of the Paymaster General.

BY ORDER OF MAJOR GENERAL MACOME:
ROGER JONES,
Adjutant General.

NAVY.

ORDERS.

- June 1**—Lieut. J. Tattnall, detached from command of barque Pioneer.
 Lieut. S. B. Bissell, relieved from order to Recg. Ship, Boston.
5—P. Mid. W. B. Ludlow, Recg. vessel, Baltimore.
 Mid. C. Hunter, squadron on coast of Brazil.
6—Surgeon G. Terrill, Naval Hospital, Pensacola.
 Surgeon Geo. W. Codwise, Navy Yard, do
 Lieut. R. Ritchie, Rendezvous, Philadelphia,
 vice T. D. Shaw, relieved at his own request.
 Mid. J. B. Randolph, Naval School, N. York.

VESSELS REPORTED.

Frigate Constitution was at Marseilles latter part of April, awaiting the arrival of Hon. Lewis Cass from Paris.

Frigate United States was expected at Gibraltar 1st May for Tangier.

Schr. Shark was at Mahon 11th April.

Ship Peacock, Commo. Kennedy, was at Payta, Jan. 4, to sail for Callao in a few days.

Sloop of war Peacock, and schr. Boxer, were at Callao middle of March, and were expected at Valparaiso the ast of that month.

Schr. Enterprise sailed from Valparaiso for Callao, latter part of Feb.

MARRIAGE.

On Monday evening, at the residence of General Towner, by the Rev. William Ryland, Col. ELISHA JENKINS, of Hudson, N. Y., to Mrs. HANNAH O. CALDWELL, formerly of Boston, widow of Lieut. Wm. M. CALDWELL, of the Navy.

DEATH.

At the Naval Hospital, Pensacola, on the 22d May, ALEXANDER T. F. BILL, of the Marine Corps, a native of Connecticut.

IRON.

NAVY COMMISSIONERS' OFFICE, }
 June 1, 1837. }

SEALED PROPOSALS will be received at this office until 3 o'clock, P. M., of the 21st instant, for furnishing the following quantity of Iron, viz :

For three hundred and eighty-one thousand, three hundred and seventy-seven pounds of assorted round Iron, to be delivered at the Navy Yard, Philadelphia, on or before the first day of June, 1838.

Persons offering must state the price asked per pound, when delivered, inspected, and approved.

The Iron must be of American manufacture, rolled, and of the best quality, free from flaws, cracks, or other defects, and from ragged ends, and subject to such proof, test, and inspection, as the Navy Commissioners may direct, to ascertain its good quality and conformity to contract; and must be, in all respects, perfectly satisfactory to them, before it will be accepted, or any payment made.

Persons disposed to offer may obtain schedules, showing the sizes and quantity of each size of Iron which will be required, upon application to the commandant of the Navy Yard, Philadelphia.

Two good and sufficient sureties will be required for the faithful performance of the contracts; and as additional security, ten per cent. of the value of all deliveries will be deducted and retained, until the contracts are, in all respects, perfectly completed, and is to be forfeited in case of non-compliance on the part of the contractors. The names and residence of the sureties proposed must be forwarded with the offers.

Payments to be made within thirty days after bills, duly approved, shall be presented to the Navy Agent.

June 1 3t

IRON FOR TANKS.

NAVY COMMISSIONERS' OFFICE, }
 May 30, 1837. }

SEALED proposals will be received at this office until three o'clock, P. M. of the twenty-first day of June, 1837, for furnishing and delivering at the navy yard, Washington, D. C. all the tank iron necessary to replace water tanks taken for a razee, and for four sets for sloops of war; a part of the plates to be five-sixteenths, and a part four-sixteenths of an inch thick, and of such lengths and breadths as may be prescribed. The whole to be rolled true, marked, trimmed fair to the prescribed dimensions, free from all flaws and defects, susceptible of being bent to form the angles of the tanks without cracking, and in all respects to be perfectly satisfactory to the Commandant of the yard, after inspection by such persons as he may appoint for that purpose.

The iron for the set for the razee must be delivered on or before the fifteenth day of August next.

Thirty days thereafter will be allowed, in which to deliver the iron for each of the sets for the sloops of war, so that the whole shall be delivered complete on or before the fifteenth day of December, 1837.

Persons offering must state the price per pound, when the iron shall have been delivered, inspected, and approved; and must specify the place where payments for the same is requested.

Payments to be made within thirty days after bills shall be duly approved, and presented to the navy agent.

The persons who may contract will be furnished by the Commandant of the navy yard, Washington, with particular schedules of the iron which may be required, showing their size, form, and thickness.

June 1.—3t.

TO CLAIMANTS AND OTHERS.

FRANCIS A. DICKINS, of the City of Washington, having resigned the appointment held by him for some years in the Treasury and War Departments, has undertaken the Agency of Claims before Congress, and other branches of the Government, including commissions under treaties, and the various public offices; also, the procuring of patents for public lands, presenting claims for services in the revolution, and for military and navy pensions, and generally such other business as may require the aid of an agent at Washington. He will likewise attend to the prosecution of bounty land claims upon the State of Virginia, and the recovery of lands in Ohio which have been sold for taxes.

Persons having, or supposing themselves to have, claims, can, on transmitting a statement of the facts, have their cases examined, and be advised of the proper course of proceeding. His charge will be moderate, depending upon the nature of the case, amount of the claim, and the extent of the service.

He is also agent for the American Life Insurance and Trust Company, and for the Baltimore Fire Insurance Company.

Mr. F. A. Dickins is known to most of those who have been in Congress within the last four years, or who have occupied any public station at Washington.

His office is on Pennsylvania Avenue, adjoining the buildings occupied by the Treasury Department, and opposite to those occupied by the Post Office Department.

All letters must be post paid.

June 1—1y*

NAVY COMMISSIONERS' OFFICE, }
 March 18, 1837. }

LIVE OAK TIMBER.—Sealed offers, endorsed "Offers for Live Oak for small vessels," will be received at this office until 3 o'clock, P. M. of the first day of June next, for the supply of Live Oak Timber as follows, viz :

No. 1. For the frame timber and keelson pieces, and the promiscuous timber for one sloop of war, (small class,) to be delivered at the Navy Yard, Charlestown, Massachusetts.

No. 2. For the frame timber, keelson pieces, and the promiscuous timber, for one sloop of war, (small class,) and one smaller vessel, to be delivered at the Navy Yard, Brooklyn, New York.

No. 3. For the frame timber, keelson pieces, and the promiscuous timber, for one small vessel, to be delivered at the Navy Yard, Philadelphia.

No. 4. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the *Navy Yard, Washington, District of Columbia*.

No. 5. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the *Navy Yard, Gosport, Virginia*.

The quantity and dimensions of the promiscuous timber, for each vessel of each class, is as follows:

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for *each* of the preceding numbers, and *each* offer must embrace all the timber, that is called for by the number to which it refers, the prices asked per cubic foot must be stated separately, or *each* and *every* class of vessels embraced in the offer and for the *promiscuous timber* of each class, separately from the other; all of which other is considered moulded timber.

The whole to be delivered before the first day of July, 1838, and as much sooner as practicable.

The said Live Oak timber must have grown within twenty-five miles of the sea board, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to contractors for their government; and must be free from all injuries and defects, which may impair the good quality of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, (whose names must be forwarded with the offers,) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions, of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made, from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agents, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of failures to deliver the timber within the respective periods prescribed by the contractors.

The moulds will be furnished to the contractors, at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—t15J.

NAVY COMMISSIONERS' OFFICE, ?
18th March, 1837.

LIVE OAK TIMBER.—Sealed proposals will be received at this office until three o'clock, p. m. of the first day of July next, for the supply of Live Oak Timber, as follows:

No. 1. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, two sloops of war, (one of each class,) and one smaller vessel; to be delivered at the *Navy Yard near Portsmouth, N. H.*

No. 2. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for one ship of the line, one frigate, and one steamer; to be delivered at the *Navy Yard at Charlestown, Mass.*

No. 3. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, one small vessel, and one steamer; to be delivered at the *Navy Yard, Charlestown, Mass.*

No. 4. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed for one ship of the line, one frigate, and one steamer; to be delivered at the *Navy Yard, Brooklyn, New York.*

No. 5. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, and one steamer; to be delivered at the *Navy Yard, Brooklyn, New York.*

No. 6. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for two sloops of war, large class, and two steamers; to be delivered at the *Navy Yard at Philadelphia.*

The quantity and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For each *ship of the line*, 6,000 cubic feet; which must be sided 15 inches, and be from 12 to 20 feet in length, six of the longest pieces to side 22 inches.

For each *frigate*, 3,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet long, six of the longest pieces to side 19 inches.

For each *sloop of war*, 1,500 cubic feet, which must be sided 12 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each *steamer*, 1,500 cubic feet, which must be sided 15 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each *small vessel*, 800 cubic feet, which must be sided 8 inches, and be from 10 to 16 feet long, six of the longest pieces to side 12 1-2 inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for *each* of the preceding numbers, and each offer must embrace *all* the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated *separately* for *each* and *every* class of vessels embraced in the offer, and for the *promiscuous timber* of each class separately from the other; all of which other is considered *moulded timber*.

At least one fourth of the whole quantity of timber embraced in each offer, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last of March, 1839; one half of the remainder on or before the last of March, 1840, and the whole quantity on or before the last of March, 1841; and if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be thus incurred.

The said live oak timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective Commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c., which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good qualities of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the Commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties (whose names must be forwarded with the offers) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agent, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of the failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—t15J.

BOOK AND PAMPHLET
PRINTING

Executed with accuracy and despatch.